Regional Municipality of Waterloo
Planning and Works Committee
Minutes

August 12, 2014
12:57 p.m.
Regional Council Chamber
150 Frederick Street, Kitchener


Members absent: D. Craig and C. Millar

Motion To Reconvene Into Open Session

Moved by B. Halloran
Seconded by R. Kelterborn

That Council reconvene into Open Session.

Carried

Declarations Of Pecuniary Interest Under The Municipal Conflict Of Interest Act

R. Deutschmann declared a pecuniary interest with respect to Report CR-RS-14-054, Authorization To Expropriate Lands (1st report) In The City Of Kitchener Designated As Phase VI of Stage 1 of the Rapid Transit Project Relating To Property And Interests Located At Various Locations Along or Near the CN Railway Line Corridor, known as the Huron Park Spur, in the City of Kitchener, in the Regional Municipality of Waterloo due to an indirect pecuniary interest since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.
Delegations

a) E-14-100, Ottawa Street South (Regional Road 4) at Proposed Development Access/McLennan Park Traffic Signal Request, in the City of Kitchener

Phil Bauer, Acting Director, Transportation introduced the report stating the developer hired a traffic engineering firm to look at traffic impacts of this development and that analysis concluded that no traffic signals were necessary at McLennan Park and staff reviewed the recommendation and agree with those results. He noted the analysis also concluded that traffic volumes in the future still won’t warrant lights. He stated that if lights were installed there is a potential for more collisions to occur.

Chris Pidgeon, GSP Group appeared before Committee on behalf of NovaCore. C. Pidgeon stated his client is looking for signals to be installed at McLennan Park to accommodate the proposed new development. C. Pidgeon provided a presentation that highlighted:

- Subject Site;
- Vision;
- Concept Plan;
- Development Concept – Circulation;
- Kitchener Council;
- Signal request; and
- Rationale

A copy of the presentation is appended to the original minutes.

*L. Armstrong and R. Deutschmann entered the meeting at 1:07 p.m.

Committee members asked the delegation where the majority of the pedestrian traffic will come from in the new development. C. Pidgeon noted the majority of pedestrians will come from the residential development which is the westerly area. C. Pidgeon stated that NovaCore’s preferred location for the installation of traffic lights is at McLennan Park to help direct traffic away from Elmsdale Drive since this is a concern of the current residents in that area. He pointed out that he has not discussed with his client the potential of installing traffic lights at Elmsdale Drive and Ottawa Street.

A Committee member suggested that this matter be deferred for further discussion with the City, Region and NovaCore highlighting that traffic signals are not warranted at McLennan Park entrance but at times traffic signals at Elmsdale Drive and Ottawa Street is needed, pointing out that the future development in that area will increase traffic volumes. It was suggested staff meet with NovaCore to discuss the traffic
signals at Elmsdale Drive and the potential of NovaCore paying for the installation and operating costs until warrants are met.

C. Zehr introduced the motion for deferral.

Moved by C. Zehr

Seconded by B. Halloran

That Report E-14-100, Ottawa Street South (Regional Road 4) at Proposed Development Access/McLennan Park Traffic Signal Request, in the City of Kitchener be deferred until the September 30th, 2014 Planning and Works Meeting to allow for further discussion.

Carried

b) E-14-092, Manitou Drive Improvements, Homer Watson Boulevard to Bleams Road, City of Kitchener – Approval of Project

Thomas Schmidt, Commissioner, Transportation and Environmental Services highlighted that both the sidewalks and bike lanes are supported by the Region’s policies as well as the Region’s Active Transportation Advisory Committee. He pointed out these facilities do connect into existing facilities on both ends of Manitou Drive and he also reminded Committee members that delegations have spoke in the past regarding the need for connections by both pedestrians and cycling facilities from Doon to Kitchener.

a) Deborah Kroetsch, Brian Kroetsch, Brienna Schiedel and Dillon Meyer appeared before Committee explaining they own Quality Car Sales and are speaking on behalf of majority of the business owners, tenants and employees located on Manitou Drive. They noted they are not in favour of the current design to have sidewalks on both sides of Manitou Drive and segregated bike lanes. They highlighted that they are requesting the installation of sidewalks only on the east side and to have on-road bike paths on both sides. They asked that the Region address traffic turning left onto Wabanki Drive travelling South on Manitou Drive suggesting installing a left turn lane and an advanced green light. A copy of the presentation is appended to the original minutes.

b) Chris Klein, Chair, Active Transportation Advisory Committee appeared before Committee stating in March the Committee reviewed the report and supported the preferred design. C. Klein highlighted the need for connective cycling and pedestrian facilities in that area and stated the segregated bike lanes are appropriate for that street. He noted that the Committee did not discuss the potential of an east side multiuse trail. He highlighted that he hopes the Committee approves the project to fill in an important missing link in the community’s active transportation network.

#1689510
*K. Seiling left the meeting at 1:30 p.m.

Clarification was provided on the difference of multiuse trails compared to segregated bike lanes.

Committee Members stressed the importance of Doon Village being connected to other cycling and pedestrians facilities in Kitchener and highlighted that some businesses on the west side of Manitou Drive have already provided funds for the installation of sidewalks.

Some Committee members expressed concerns with not installing a left turn lane onto Wabanki Drive and provided examples of other areas where a left turn lane should have been installed. Mike Halloran, Project Manager highlighted that traffic engineering staff have looked at traffic volumes in 2023 and a left turn lane is still not warranted then.

Some Committee members noted that not installing a left turn lane could be a major flaw in the design even if it is not warranted and strongly urged staff to look at this option.

Committee members suggested moving forward with the recommendation but add a clause stating that staff will report back to Council on August 20th, 2014 with further analysis on the left turn lane onto Wabanki Drive.

T. Schmidt stated that staff can bring a memo forward to Council on August 20th, 2014 with that information.

G. Lorentz requested a recorded vote.

Moved by G. Lorentz

Seconded by J. Mitchell

That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on Manitou Drive (Regional Road 69) from Homer Watson Boulevard to Bleams Road in the City of Kitchener:

a) approve the Recommended Design Alternative for Manitou Drive (Regional Road 69) as outlined in Report E-14-092; and

b) amend Traffic and Parking By-law 06-072, as amended, upon completion of construction to accommodate the proposed improvements as follows:

i. Add to Schedule 24, Reserved Cycling Lanes Anytime, on both sides of Manitou Drive (Regional Road 69) from Homer Watson Boulevard to Bleams Road.
And that staff report back to Council on August 20th, 2014 with further analysis on the left turn lane onto Wabanki Drive.

Carried


*T. Cowan entered the meeting at 1:21 p.m.

Request to Remove Items From Consent Agenda

No items were removed from the Consent Agenda.

Motion To Approve Items Or Receive for Information

Moved by S. Strickland

Seconded by G. Lorentz

That the following items be approved:

- That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:
  
a) Add to Schedule 22, School Bus Loading Zone on the east side of Weber Street (Regional Road 8) from 65 metres south of Jackson Avenue to 115 metres South of Jackson Avenue; and

b) Add to Schedule 22, School Bus Loading Zone on the west side of Weber Street (Regional Road 8) from 45 metres north of High Street to 95 metres north of High Street.

in the City of Kitchener and the City of Waterloo, as outlined in Report E-14-089, dated August 12, 2014.

- That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:
  
a) Remove from Schedule 2, Limited Parking for 1 hour, on the east side of King Street (Regional Road 15) from 12 metres south of Bridgeport Road (Regional Road 9) to 15 metres north of Princess Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;

b) Add to Schedule 2, Limited Parking for 1 hour, on the east side of King Street (Regional Road 15) from 12 metres south of Bridgeport Road
(Regional Road 9) to 31 metres north of Princess Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday; and

c) Add to Schedule 7, Disabled Person Parking on the east side of King Street from 12.5 metres north of Princess Street to 20 metres north of Princess Street;

In the City of Waterloo, as outlined in Report E-14-095 dated August 12, 2014.

- That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

  a) Remove from Schedule 15, Prohibited Movements, Westbound Left-turn from Samuelson Street onto Water Street (Regional Road 24); and

  b) Add to Schedule 15, Prohibited Movements, Westbound Through from Samuelson Street at Water Street (Regional Road 24)

in the City of Cambridge, as outlined in Report E-14-097, dated August 12, 2014.

- That the Regional Municipality of Waterloo receive the report entitled “Ayr Sewage Pumping Station, Forcemain, and Trunk Sewer Routing Municipal Class Environmental Assessment” prepared by Stantec, dated July 2014, according to Report E-14-099 dated August 12, 2014;

  And that the Regional Municipality of Waterloo publish the Notice of Completion of Environmental Study Report, and provide the Environmental Study Report for public review in accordance with Municipal Class Environmental Assessment requirements.


- That the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for an access on the east side of Regional Road #70 (Ira Needles Boulevard), approximately 65 metres south of Erb Street West in the City of Waterloo, as described in Report No. P-14-080, dated August 12, 2014.

And that the following items be received for information:

- E-14-091, 2013 Traffic Signal Corridor and Signal Timing Review

- William Street and Strange Street Water Supply Systems Class Environmental Assessment – Public Consultation Centre No. 1

  Carried

#1689510
Regular Agenda Resumes

Reports – Transportation and Environmental Services

Design and Construction

a) CR-RS-14-053, Authorization to Expropriate Lands (1st Report) for Ottawa Street (Regional Road 4) Roundabouts at Alpine Road and at Homer Watson Boulevard (Regional Road 28), City of Kitchener

Moved by G. Lorentz

Seconded by R. Kelterborn

That The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the implementation of a roundabout at the intersection of Ottawa Street (Regional Road 4) and Alpine Road and a roundabout at the intersection of Ottawa Street (Regional Road 4) and Homer Watson Boulevard (Regional Road 28) in the City of Kitchener in the Region of Waterloo as detailed in report CR-RS-14-053 dated August 12, 2014.

a) Complete applications(s) to the Council of the Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the implementation of a roundabout at the intersection of Ottawa Street and Alpine Road and a roundabout at the intersection of Ottawa Street and Homer Watson Boulevard and described as follows:

Fee Simple Partial Taking:

i. Part of Lot 4 and Part of Lot 5, Registered Plan 1022 being Parts 1 and 2 on 58R-18134 (730 Ottawa Street South, Kitchener);

ii. Part of Block L, Registered Plan 1246 being Part 1 on 58R-17818 and Part of Lot 5, Registered Plan 1022 being Part 5 on 58R-17818 (707 Ottawa Street South, Kitchener);

iii. Part of Block A, Registered Plan 1246 and Part of Lot 5, Registered Plan 1022 being Parts 1 and 2 on 58R-17815 (715 Ottawa Street South, Kitchener);

Temporary Construction Easement:

iv. Part of Lot 4 and Part of Lot 5, Registered Plan 1022, being Parts 3 and 4 on 58R-18134 (730 Ottawa Street South, Kitchener);

v. Part of Block L, Registered Plan 1246 being Parts 2 and 4 on 58R-17818 (707 Ottawa Street South, Kitchener);
Hydro Utility Easement:
vi. Part of Block A, Registered Plan 1246 and Part of Lot 5, Registered Plan 1022 being Parts 3, 4 and 5 on 58R-17815 (715 Ottawa Street South, Kitchener); and
vii. Part of Block L, Registered Plan 1246 being Part 3 on 58R-17818 (707 Ottawa Street South, Kitchener).

b) Serve notices of the above applications(s) required by the Expropriations Act (the “Act”);

c) Forward to the Chief Inquiry Officer any requests for a hearing that may be received within the time prescribed by the Act;

d) Attend, with appropriate Regional staff, at any hearing that may be scheduled;

e) Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed or if otherwise deemed appropriate in the opinion of the Commissioner of Transportation and Environmental Services and the Regional Solicitor; and

f) Do all things necessary and property to be done and report thereon to Regional Council in due course.

Carried

b) E-14-075, Amendment to Consulting Assignment – Ottawa Street Improvements, Highway 7 to King Street, City of Kitchener

Moved by B. Halloran

Seconded by C. Zehr

That the Regional Municipality of Waterloo approve an amendment to the Consultant Services Agreement with MTE Consultants Inc. for the provision of consulting engineering services for the Ottawa Street Improvements, Highway 7 to King Street in the City of Kitchener, to extend the project limits westerly from King Street to west of Charles Street and to include payment for services required to conduct additional public consultation and to perform additional preliminary and final design above and beyond the scope of the original agreement, at an upset limit of $68,467.12 plus applicable taxes for a grand total of $269,544.87 plus applicable taxes for the preliminary design #1689510
and detailed design phases, with construction contract administration and construction inspection to be paid on a time basis.

Carried

c) E-14-101, Amendment to the Consulting Services Agreement for the Waterloo Wastewater Treatment Plant Upgrades

A Committee member highlighted the problems and challenges with this contract and pointed out lessons were learned and suggested that an information report be provided to Committee relating to details around that contract and job.

A Committee member highlighted that AECOM is acting as an agent and are ultimately responsible for the successful completion of this project and suggested that staff go back to AECOM and negotiate an upset limit of zero for the completion of this project.

A recorded vote was requested.

Moved by R. Kelterborn

Seconded by G. Lorentz

That the Regional Municipality of Waterloo approve an amendment to the existing Consulting Services Agreement with AECOM to include additional contract administration and site inspection services required for the Waterloo Wastewater Treatment Plant for an upset fee increase of $485,000 plus applicable taxes, to be funded from the existing project capital budget in the 2014 Ten Year Wastewater Capital Program.

Carried


Nays: S. Strickland

Rapid Transit

d) CR-RS-14-054, Authorization To Expropriate Lands (1st report) In The City Of Kitchener Designated As Phase VI of Stage 1 of the Rapid Transit Project Relating To Property And Interests Located At Various Locations Along or Near the CN Railway Line Corridor, known as the Huron Park Spur, in the City of Kitchener, in the Regional Municipality of Waterloo

Moved by T. Cowan

#1689510
Seconded by J. Brewer

That The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands in the City of Kitchener for the construction and operation of light rail transit (“LRT”) as part of the Rapid Transit Project Stage 1 as detailed in Recommended Rapid Transit Implementation Option Report E-11-072 dated June 15, 2011:

A. Complete application(s) to the Council of The Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the Rapid Transit Project Stage 1 and described as follows:

**Fee Simple Partial Takings:**

**LRT**

i. Part Lot 8, Plan 870, being Part 7, 58R18182, Part of PIN 22599-0041(R), City of Kitchener, Regional Municipality of Waterloo (Part of 2 Hoffman St., Kitchener, Ontario N2M 3M4);

ii. Part Lot 9, Plan 870, being Parts 2, 3 and 4, 58R18182, Part of PIN 22599-0043 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 8 Hoffman St., Kitchener, Ontario N2M 3M4);

iii. Part Lots 9 and 10, Plan 870, being Part 1, 58R18182, Part of PIN 22599-0046 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 14 Hoffman St., Kitchener, Ontario N2M 3M4);

iv. Part Lot 18, M.C.P. 791, being Parts 5 and 6, 58R18182, Part of PIN 22599-0078 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 130 Imperial Drive, Kitchener, Ontario N2M 1C4);

v. Part Lots 17 and 18, M.C.P. 791, being Parts 2, 3 and 4, 58R18185, Part of PIN 22599-0070 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 116 Hanson Avenue, Kitchener, Ontario N2C 2E2);

vi. Part Lot 17, M.C.P. 791, being Part 6, 58R18185, Part of PIN 22599-0065 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 177 Hayward Avenue, Kitchener, Ontario N2C 2E5);

vii. Part Lot 18, M.C.P. 791, being Part 1, 58R18185, Part of PIN 22599-0075 (LT), City of Kitchener, Regional Municipality of Waterloo (Part of 41 Ardelt Avenue, Kitchener, ON N2C 2C8);

B. Serve notices of the above application(s) required by the Expropriations Act (the “Act”);
C. Forward to the Chief Inquiry Officer any requests for a hearing that may be received within the time prescribed by the Act;

D. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

E. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed or if otherwise deemed expedient in the opinion of Regional staff; and

F. Do all things necessary and proper to be done, and report thereon to Regional Council in due course.

Carried

Transit Services

e) E-14-098, 2015 GRT Replacement Bus Purchase

Moved by B. Halloran

Seconded by R. Kelterborn

THAT the Regional Municipality of Waterloo takes the following action regarding the Grand River Transit’s 2015 replacement bus purchase:

a) grant pre-budget approval for the purchase of ten (10) transit buses prior to the approval of the 2015 budget.

b) accept the proposal from New Flyer Bus Industries Canada ULC., for the 2015 delivery of ten (10) diesel transit buses at a price of $4,858,526.76 including all applicable taxes.

c) authorize the issuance of debentures in an amount not to exceed $4,380,000 for a term not to exceed 10 years for this purchase.

Carried

Transportation

f) E-14-096, Transfer of Speedsville Road between Regional Road 38 (Maple Grove Road) and Regional Road 39 (Eagle Street) to the Region of Waterloo and Transfer of Beverly Street and Samuelson Street / Clyde Road between Regional Road 8 (Dundas Street North) and Regional Road 36 (Franklin Boulevard) to the City of Cambridge

#1689510
T. Schmidt introduced the report. He highlighted that Regional staff and City of Cambridge staff have been working together on making this transfer occur. He noted the recommendation is to proceed forward with that process and the approval of the transfer will come back to Committee at a later date once the cross border servicing agreement is complete.

*S. Strickland left the meeting at 2:03 p.m.

Moved by J. Brewer

Seconded by B. Halloran

That the Regional Municipality of Waterloo approve the commencement of the process to transfer Speedsville Road between Regional Road 38 (Maple Grove Road) and Regional Road 39 (Eagle Street) to the Region of Waterloo and the transfer of Beverly Street and Samuelson Street/Clyde Road between Regional Road 8 (Dundas Street North) and Regional Road 36 (Franklin Boulevard) to the City of Cambridge.

i. Commence the process to consider amending the Road Consolidation By-Law 01-059 (Regional Road System) to:
   a) Effective upon passing of the by-law transfer Speedsville Road, from Regional Road 38 (Maple Grove Road) to Regional Road 39 (Eagle Street) from the City of Cambridge to the Region of Waterloo to form Regional Road 72 (Speedsville Road); and
   b) Effective upon passing of the by-law transfer part of Regional Road 27 (Beverly Street and Samuelson Street / Clyde Road) from Regional Road 8 (Dundas Street North) to Regional Road 36 (Franklin Boulevard) from the Region of Waterloo to the City of Cambridge.

ii. Provide notice to the public of the proposed road transfers as required by the Region’s Notice Policy and in accordance with the Municipal Act and place the proposed by-law on the agenda of an upcoming Council Meeting once the cross-border servicing agreement is finalized.

iii. Commence the process to Amend Traffic and Parking By-law 06-072 to:
   a) Reflect the addition of existing traffic regulations on the section of road to be transferred to the Region of Waterloo; and
   b) Reflect the removal of existing traffic regulations on the section of road to be transferred to the City of Cambridge

#1689510
Carried

Water Services

g) E-14-083, Designation of Source Protection Risk Management Official and Inspectors

A Committee member asked if additional staff will be hired or if current staff require additional training. T. Schmidt stated that existing staff will be used and most staff have had the training.

Moved by J. Mitchell
Seconded by L. Armstrong

That the Regional Municipality of Waterloo delegate the power to appoint a Risk Management Official and Risk Management Inspectors pursuant to subsection 47(6) of the Clean Water Act (2006) to the Commissioner of Transportation and Environmental Services;

That the Clerk of the Regional Municipality of Waterloo be directed to issue Certificates of Appointment to Risk Management Officials and Risk Management Inspectors under subsection 47(7) of the Clean Water Act (2006); and

That the delegation by-law attached as Appendix A to Report E-14-083 be passed.

Carried

h) E-14-093, Evaluation of Alternatives for Hauled Wastewater Receiving and Treatment

Received for information.

i) E-14-102, Sole Source Purchase of Replacement of Odour Control System Media at the Galt Wastewater Treatment Plant

Moved by C. Zehr
Seconded by J. Mitchell

That the Regional Municipality of Waterloo purchase replacement odour control system media from UNISORB Canada Limited for the Biosolids Dewatering Facility odour control system located at the Galt Wastewater Treatment Plant in the City of Cambridge for the amount of $153,942.32 excluding all applicable taxes.

Carried

#1689510
k) E-14-103, Hidden Valley High Lift Pump Emergency Repair

Received for information.

**Inter-Departmental Reports**

j) P-14-081/F-14-092, Brownfields Financial Incentives Program – Tax Increment Grant Application – 445 King Street West (1 Victoria) – City of Kitchener

Amanda Kulte, Director, Community Planning introduced the report highlighting that the building will be 19 story mixed use building with 208 residential units and roughly 5,000 square feet of commercial space. She noted that if the recommendation is approved it will represent the fifth successful TIG application in Kitchener.

Moved by C. Zehr

Seconded by T. Galloway

That the Regional Municipality of Waterloo take the following actions regarding the property municipally known as 445 King Street West in the City of Kitchener, as described in Report P-14-081/F-14-092, dated August 12, 2014:

a) Approve a joint Tax Increment Grant for an amount not to exceed $1,809,588 net of any other future brownfield assistance, to be financed from the incremental tax revenue for the property following remediation, redevelopment and reassessment;

b) Provide the Tax Increment Grant subject to the completion of remediation and redevelopment of the property and upon final confirmation of any additional brownfield related financial assistance provided under the Region’s Brownfield Financial Incentive Program or through the City of Kitchener; and

c) Authorize the Region’s Commissioner of Planning, Housing and Community Services and Chief Financial Officer to execute any associated agreements with the registered owner of 445 King Street West and the City of Kitchener, with the form and content of such agreement(s) to be satisfactory to both the Regional and City of Kitchener Solicitors.

Carried

**Information/Correspondence**

a) Council Enquiries and Requests for Information Tracking List

Received for information.
Other Business

a) T. Galloway asked that staff provide a short report on Region’s involvement, implications and concerns, if any, regarding the ongoing possibility of the music fest continuing to be held at McLennan Park.

b) G. Lorentz requested that staff provide an update on pothole filling and grass trimming maintenance.

Next Meeting – September 9th, 2014

Adjourn

Moved by G. Lorentz

Seconded by L. Armstrong

That the meeting adjourn at 2:11 p.m.

Carried

Committee Chair, J. Wideman

Committee Clerk, E. Flewwelling
83 Elmsdale Drive

Request for Signals
Ottawa Street South at Site Access

Planning and Works Committee
August 12, 2014
Outline

• Subject Site
• Vision
• Kitchener Council
• Request for Signal
• Rationale
Subject Site - Context
Subject Site
Vision

- Breathe new life into an underutilized brownfield property
- Create a new neighbourhood focal point in the Laurentian Hills neighbourhood
- Mixed use development
- Animate the frontage of Ottawa Street and Elmsdale Drive
- Create a vibrant public realm across from McLennan Park, a city and regional destination
- Provide a sensitive and compatible transition between the commercial and public utility functions and the residential neighbourhood
- Phased development over time
Concept Plan

Development Concept
83 Elmsdale Drive, Kitchener
April 25, 2014

Site Statistics
Site Area: 4.69 ha.
Office / Commercial GFA: approx. 9,197 sq.m. (99,009 sq.ft.)
Residential Units: 225
Retirement Units: 135
FSR Provided: 0.84
Parking Provided: 705 spaces
- Residential: 1/2 unit = 225 spaces
- Surface: 59 spaces
- Underground: 166 spaces
- Retirement Home: 87 spaces (includes 12 covered spaces)
  (Required: 1sp/2 units + 1/3 staff in attendance) = approx. 70-75 spaces
Office / Commercial: 393 spaces
  (Required 1sp/27 sq.m. GFA = 341 spaces)
Development Concept - Circulation

**Intent:** Align the main access with the access to McLennan Park and signalize the intersection.

**Issue:** Projected vehicular traffic volumes do not warrant a signal.
Kitchener Council

• Kitchener Planning and Strategic Initiatives Committee and Council considered the Planning Act applications in June, 2014.

• Kitchener Council expressed concern about traffic flow and access to McLennan Park across Ottawa Street.

• Kitchener Council requested that traffic signals be considered and expressed support for NovaCore’s intent to implement a signal.
Signal Request

• Request that Regional Council permit the applicant to install a signal on Ottawa Street South at the location of the Site Access

WHY?

• Permit safe and direct pedestrian crossing
• Control all traffic movements (e.g.: lefts in and out of McLennan Park and 83 Elmsdale Drive)
• Reinforce the Ottawa Street South access as the primary access
• Minimize traffic on Elmsdale Drive and into the neighbourhood
Rationale

- Provide safe, direct pedestrian access across Ottawa Street to/from McLennan Park
- Allow full movement of vehicles at the primary site access to minimize traffic infiltration into neighbourhood
- Proposed signal will be implemented at the applicant’s expense
- Not a safety concern
83 Elmsdale Drive

Request for Signals
Ottawa Street South at Site Access
Manitou Drive Reconstruction

A proposed alternative to the design put forth by the Region of Waterloo
Introduction

- We are members of a family business (Quality Car Sales) that has been operating at 241 Manitou Drive in Kitchener since 1990.

- We are speaking on behalf of the majority of business owners, tenants, and employees (who have signed a petition of which was included in your minutes) objecting to a sidewalk on the West side of Manitou Drive in Kitchener between Cayuga and Bleams road.
What is Proposed:

- The Regional Municipality of Waterloo and The City of Kitchener have proposed to install 1.5m sidewalks, 2.0 m boulevards and 1.5m segregated bike paths plus 0.7m curb/gutter along both the East and West sides of Manitou Drive from Cayuga Drive to Bleams Road. (Refer to page 11 of E-14-092 in council package)
Recommendation:

- As affected stakeholders of the proposed Manitou Drive improvements, we ask the Regional Municipality of Waterloo to modify the original design put forth to include:
  
  1. A reduction of Sidewalks from both sides of Manitou to either:
     - A) a single sidewalk on the East side with paved shoulders designated as bike lanes on both sides OR
     - B) a multiuse trail on the East side
  
  2. A Southbound left turn lane with an advanced green light heading East on Wabanaki Drive from Manitou
Identified Issues with the Recommended Design:

**Issues with Segregated Bike Path and Sidewalk Combination:**

- Potential conflicts with cyclists and pedestrians (two lanes-vehicular and pedestrian/bike vs three lanes- vehicular, pedestrian and bike)
- Increased volume in bikers, pedestrians and vehicles will increase potential for fatalities and injuries
- As per docs #1661842 Report E-14-092 “The project team recognized that the segregated cycling lanes will require additional maintenance and… additional roadway maintenance costs”
- Extensive cost and need to relocate streetlights, utilities, etc.
- As per docs #1649242 at [www.regionofwaterloo.ca](http://www.regionofwaterloo.ca) segregated bike paths are “recommended where the density of driveways and side-street intersections is low (<1 per 300m).” This is definitely NOT the case on the West Side of Manitou. Please see next slide.

While none of these issues can be completely eliminated, 50% of them can be by only installing a sidewalk on one side.
There are more driveways on the West side than the East- this increases the risks for pedestrian/cyclist/vehicular conflict and collisions.
Identified Issues with the Recommended Design:

Issues with Segregated Bike Path and Sidewalk Combination continued:

- Snow Removal - a 2.0 meter boulevard is proposed to hold the ploughed snow from 9 meters of road and bike path. HOWEVER upon closer inspection of the design presented at the May 1st public consultation meeting - there are areas where the boulevard is non existent. This means the hard packed, salted road snow will be pushed directly onto the sidewalks, forwarding the Regions liability onto property owners every time the plough makes a pass. Please see next slide.

From Wabanaki Dr past Sasaga Dr - on the West side there is no boulevard, which leaves only the sidewalks for road snow overflow.
Identified Issues with the Recommended Design:

SAFETY CONCERNS -

- This project’s parameters are zoned industrial. The majority users of this road are large commercial vehicles, transport trucks, fire trucks, busses and personal use vehicles travelling in excess of 60km/hr. By installing not one but two full sidewalks, boulevards and bike lanes and narrowing the existing traffic lanes as scheduled, this will create a more dangerous situation for all parties. The risk of injury and death will only increase proportionate to the amount of traffic once the river road extension project is finished.

- Modifying the design to implement only one sidewalk or multiuse trail on the east side of Manitou allows for maintaining the current traffic lane width.

Photo courtesy of: http://winnipeg.ctvnews.ca/snow-warnings-in-effect-for-southwest-manitoba-1.1179671
Wabanaki Drive in front of new city buildings:

- The new modifications of the roads on Wabanaki in front of the city buildings have allowed for lane widths of 4.42m where there is minimal traffic as opposed to the proposed lane widths on Manitou of 3.35m where it is much busier.
Identified Issues with the Recommended Design:

SAFETY CONCERNS CONT’D-

LEFT TURN LANE- WABANAKI- Due to the proposed increase in all forms of traffic coming from Doon South (as a result of the River Road Extension Project), it will become near impossible to make a left hand turn from Manitou onto Wabanaki. This creates the possibility of traffic backing up to the new roundabout at Manitou and Bleams (As per Ira Needles). This will produce an increase in “Amber Runners” and accidents.
Why a sidewalk/multiuse trail is better on the East Side:

• The East Side of Manitou is the most direct route to the main attractions in the area for pedestrians.

• As per regionofwaterloo.ca “Pedestrians generally seek the most direct route to destinations.” The most likely destination points for pedestrians are the retail shops, fairview mall and restaurants on Fairway Road and the “Homer Watson Park Trail” entrance off of Wabanaki. All of these attractions would be most easily and safely accessible from a sidewalk on the East side of Manitou.

• There are no high voltage hydro lines

• There is less prevailing snow

• The multiuse trail offers the most options with the least taxpayer expense and more adaptability to future needs
Example of Multi Use Trail on one side of road (Bleams road)

Summary:

- As a busy and active business at the junction of Manitou and Wabanaki for the past 24 years, we have witnessed and experienced traffic on this corridor on a daily basis. We believe this presentation garners much valuable insight as to how to successfully transform Manitou Drive into a safe, accessible, pedestrian, cyclist and vehicle friendly road that meets the criteria of the Active Transportation Master Plan. While no plan is 100% liability free, the options we have presented offer 50% less liability.

- The two design options presented today that insure the most safety, the lowest liability and the least taxpayer dollars for all stakeholders are:
  - 1) a multiuse trail on the East side of Manitou Drive or
  - 2) a single sidewalk on the East side of Manitou Drive with on-road bike lanes on either side.
  - Further, we request the inclusion of a left turn lane with an advanced green light heading South on Manitou turning on to Wabanaki.

- On behalf of the 59 plus west-side business owners, tenants and employees who have signed a petition supporting what was presented by us here today we await a new draft of the proposal that includes our recommendations.